



2nd Annual Ground-Automotive Power & Energy Symposium

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TECHNOLOGY DRIVEN. WARFIGHTER FOCUSED.

TARDEC Battery Efforts

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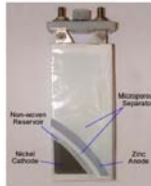
Efforts Supporting Future Force

– Lithium-Ion Technology

- High Power, High Energy Li-Ion Battery Manufacturing
- Large format prismatic cells with integrated liquid cooling development
- Lithium-Iron Phosphate Battery Safety Improvements
- Ultra High Power Cells for Pulse Power
- Advanced Battery Architecture using Hybrid Solutions for Low Cost
- Ballistic Impact Test and Evaluation for Liability Assessment
- Thermal Runaway Studies for safety improvements



L-i-Ion Battery Module (50V)



NiZn Cell

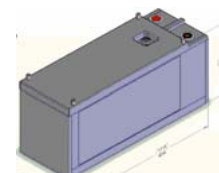


Li-Ion Cell



Li-Ion Prismatic Cell

- Integration, Testing, & Evaluation of Battery Packs in vehicle demos
- Nickel Zinc Battery Development
- Advanced Lead Acid Battery Technology Enhancement



Li-Ion/Ultracap Hybrid Energy Storage

- Safety and Reliability
- Cost maturation of Li-ion continues
- Li-ion investment is needed because it exhibits the most desirable performance characteristics (power and energy density) for commercial and military applications
- A need exists to explore other battery chemistries for their superiority over that of lithium ion in terms of
 - cost
 - extreme temperature performance
 - operational safety
- Battery selection is very application-specific.

- **Directed Energy**
 - **High Power Microwave for Active Denial (Air & Ground based)**
 - **Lasers**
 - **Electric Gun**
 - **Electric Armor**

- **Mobility for on board Hybrid Electric Vehicles**
 - Full Hybrid:
 - 30kWh – 250kW continuous power by 2009
 - Silent watch/mobility requirement
 - Mild Hybrid:
 - 5kWh – 250kW
 - Fuel Economy requirement and no silent watch

- **Electromagnetic Launch**

- **Emergency Power for Aviation**

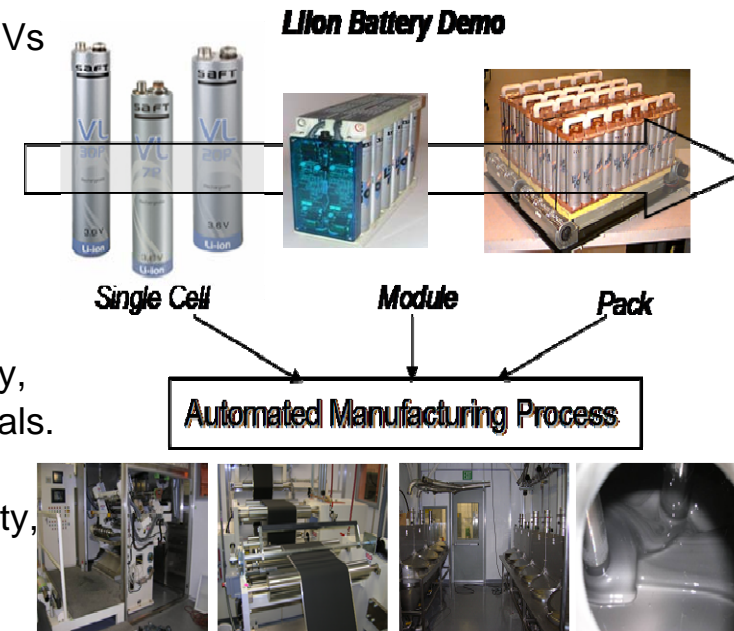
High Energy High Power Battery Manufacturing Technology Objective (MTO)

Purpose:

- Improve the current limited manufacturing capability of the 30 Amp-hr battery cells
- Provide affordable Li-Ion battery pack for the FCS and the current Ground Vehicle Programs

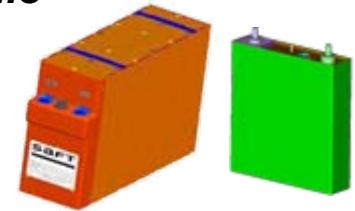
Objectives:

- High power, high energy Li-ion battery pack production for HEVs
- \$115K per 30kW-hr pack (per vehicle) to \$58K
- Accelerate the technology and automate the manufacturing process
- Parallel ATO will improve the technology in temperature stability, improve safety and performance and develop enhanced materials.
- MTO will produce affordable battery packs for HEV dash mobility, silent watch, and pulse power for weapons.



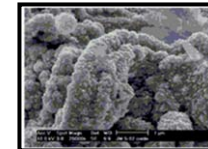
Prismatic Lithium-ion batteries and Integrated Liquid Cooled Module

- Develop large format prismatic lithium - ion cells optimized for liquid cooling
- Investigate and implement a liquid cooled Li-ion battery module
- Demonstrate feasibility of managing the heat transfer
- Extend operating temperature range



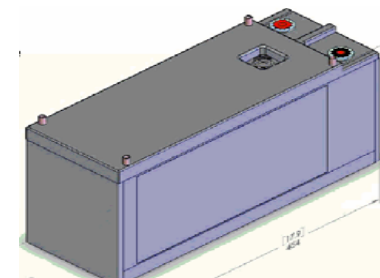
Lithium Iron Phosphate (LFP)

- New material is being investigated and scaled for hybrid electric vehicle applications to improve safety and performance for lighter, more affordable batteries.
- R&D targeted towards a module with LFP cathode material
- Improves safety and reliability



Battery Architecture

- Develop, build, and test an advanced configuration hybrid energy module
- Integrated dc-dc converters for power management control between the two sources of power and energy
- Architecture will be compared with battery-only and/or ultra capacitors only systems





CMU UGCV

- Full BPC
- 14 VL30P modules (168 cells)
- Average voltage 302V; 18.4kWh; 210kW pulse power
- Vehicle mileage with the battery: more than 1000 miles



DRS-TEM

Hybrid HMMWV

- Full BPC
- 14 VL30P modules (168 cells)
- Average voltage 302V; 18.4kWh; 210kW pulse power
- Vehicle mileage with the battery more than 2500 miles



**BAE (United Defense)
NLOS-C**

- 14 VL30P 12 Cell Modules in Series
- 18 kWh. 600 Volts

Li-Ion Compact High Power System Capabilities

Assumption: 1 CUBIC METER OF BATTERY about 2000 kg

Option	Yesterday	Today	Tomorrow
Battery Energy (Assuming 80% of usable energy)	75 kWh 270 MJ	54kWh 194 MJ	50kWh 180 MJ
Battery Discharge Power MW Pulse 0.2 sec Pulse 2 sec Pulse 18 sec	6.8 4.2 2.7	13.4 10.4 6.7	40 30 20
Applications (Continuous & Pulse)	<ul style="list-style-type: none"> •HEV Power •Silent Watch •Electric Weapons (laser, ETC, etc.) •Survivability (sensor defeat, EM Armor, etc) 	<ul style="list-style-type: none"> •HEV Power •Silent Watch •Laser Targeting •Laser Sensor Defeat •Defeat Light Armor •Tactical Aircraft Missile Defense •ETC's 	<ul style="list-style-type: none"> •HEV Power •Silent Watch •Laser Targeting •Laser Sensor Defeat •Defeat Heavy Armor •Tactical Aircraft/Missile Defense •Theater Long Range Missile Defense •ETC's EMG's/Counter Kinetics/HPM's

- **Thermal Runaway (the fundamental process and its control)**

- Commercial Market slow to bring these into markets due to high cost and limited manufacturing capability and technical challenges such as:

- **Cell Design Optimization**

- Power vs. Energy Trade-off
- Cell Configuration
- Manufacturing process development and cost control
- Cell Safety & Reliability



- **Battery Architecture Optimization**

- System energy vs. Power Optimization
- Thermal management
- System control and cell management
- Power conditioning & Integration with DC/DC Conversion
- System Reliability and Safety

- **Alternative Anode, Cathode, Shutdown Separator, Electrolyte Improvements**

- **Integrated Prototype Vehicle Evaluation (Battery Integration and Field Testing)**

- **Hybrid Solutions (e.g., Capacitor Assisted Battery)**

- **Battery designs are application specific:**
 - **Silent Watch**
 - **Dash Acceleration**
 - **Pulse Power**
- **Battery designs are tailored to specific market demands**
- **Battery designs intended for niche markets tend to be expensive**



**VRLA
Batteries**



**Advanced
Lead-Acid**



**On-Board
Vehicle
Power**

- Improve Energy Storage
- Display Battery Status
- Increase Power at Idle
- Minimize Costs

**Battery
Monitoring**



MIL-PRF-32143A Batteries

- Answer immediate need for “engine off” power for Aux./C4ISR equipment.
- Direct replacements for the standard 6TMF flooded military vehicle batteries.
- Offers improved performance and “deep cycle” capabilities that 6TMF batteries lack.



MIL-PRF-32143A Battery

- QPL item
- Two sources of supply on QPL
- Others in Qualification testing process
- Seeking additional suppliers
 - 6T (VRLA)
 - 2HN (VRLA)
 - 4HN (VRLA)



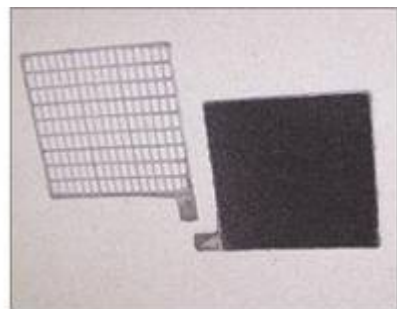
Firefly Energy's Grid Coating Technology

- Coating applied to traditional lead-acid battery grids designed to increase cycle life and reduce self-discharge
- Batteries assembled with coated grids under test in TARDEC Battery Lab



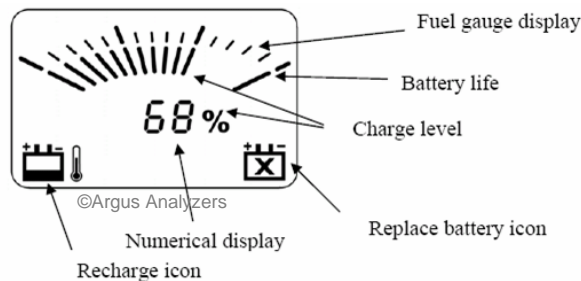
Firefly Energy's Composite Grid Technology

- FE developing advanced lead-acid batteries using high surface area foam grids.
- Development contract for “hybrid” batteries utilizing traditional and composite grids, and batteries with all composite grids.
- Deliverable batteries to be tested by TARDEC.



Battery Monitoring Technology

- Battery Monitoring provides a means to display or communicate battery status information to users and maintainers
 - Includes battery “fuel gauge” to monitor State of Charge
 - Indicates battery State of Health
- TARDEC is planning to test the more promising battery monitoring solutions in the laboratory to verify their accuracy for military applications



Efforts Supporting Current Force

- On Board Power Kits for the M1114 & the RG 31 in response to a JUONS for more vehicle electrical power at engine idle
- TARDEC given lead on project
- Worked with CERDEC, PM LTV, PM AMS, USMC, and Niehoff to implement a solution in 120 day time frame

Efforts Supporting Future Force

- Move into Phase two of the On Board Power JUONS to develop and integrate near term and long term power solutions

